

# DESIGN PRINCIPLES

## Twin Lakes Master Plan & Redevelopment Area City of Roseville, MN

*Checklists for establishing a  
Strong Public Realm and for  
ensuring Livability, Walkability,  
Sustainability, and  
Environmental Responsibility*

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The following principles were jointly drafted by City of Roseville Staff & Urban Design consultant Peter J. Musty of CharretteCenter.com Inc, Minneapolis, MN. Partial Funding for the development of the design principles was provided by a Metropolitan Council Livable Communities Demonstration Grant.

*Updated by Short Elliot Hendrickson Inc. 2007.*

## Twin Lakes Design Checklists

ESTABLISHING A STRONG PUBLIC REALM: A list of Urban Design Principles to ensure Livability, Walkability, Sustainability and Environmental Responsibility.

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### Design Checklists:

The City of Roseville is building an exciting new model for new development within the Twin Lakes Neighborhood.

#### A NEW BUT PROVEN MODEL FOR NEW DEVELOPMENT AND GROWTH

The two patterns below are the basis for the five attached checklists of design principles for Twin Lakes. The appropriate implementation of the following design principles within individual developments will ensure that the public realm of the Twin Lakes Neighborhood remains livable, walkable, and sustainable for all of its residents, workers and customers. The City seeks to collaborate with the private sector in achieving development projects consistent with these principles. Furthermore, the City of Roseville specifically advocates the use of these guidelines, patterns, and development principles within the Twin Lakes Neighborhood. There are several reasons why:

- a. **Economic Growth through Livability.** The City of Roseville is in an economy that requires cities to compete for a growing creative class of knowledgeable workers. These workers are drawn to places and cities with an excellent quality of urban life in close proximity to pristine natural resources. It is important that Roseville increase the quantity and diversity of living choices so that the City can retain its broad range of workers, expand its tax base and utilize the existing infrastructure to attract new workers. In other words – it is important for Roseville to build more quality neighborhoods and living infrastructure to draw and retain quality and professional workers.
- b. **Economic Growth through Walkability.** The City of Roseville wishes to expand its existing infrastructure of walkable residential streets into its new redeveloped commercial and industrial areas. Providing choices for residents, workers, and customers is important – and this will give the neighborhood a choice to walk more and to support transit services. The ability to walk from place to place is a wonderful alternative for those that can drive – and it is a liberating activity for those confined to an office or home during portions of the day. Youths and seniors – both growing and vital populations in the community - prefer neighborhoods and cities that are truly walkable. The ability to walk to work and use the noon hour for a walk is an opportunity that should be afforded to as many Roseville workers as possible.
- c. **Economic Growth through Sustainability.** The City of Roseville wishes to encourage a broad range of new technologies in order to achieve a more sustainable infrastructure of energy, drinking water, surface water management and sanitary sewer, natural resources, and traffic/pavement management. Investing in these technologies now will assist in bringing long-range infrastructure costs down, lowering the maintenance burden and reducing the negative impacts on the environment.
- d. **Economic Growth through Environmental Responsibility:** The City of Roseville is striving to increase environmental responsibility within the community as a whole and the Twin Lakes should evolve no differently. The opportunity exists on this site to not only demonstrate the best technologies and practices for protecting, preserving, and enhancing unique natural features and resources, but also to improve existing negative environmental conditions and attributes. Roseville will be proud of redevelopment that takes place in the



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Twin Lakes area as it will be a shining example of how good citizens and neighbors do business in the 21<sup>st</sup> Century.

One tool that is currently being used to bring this vision of environmental responsibility to fruition is the Leadership in Energy and Environmental Design (LEED), which is a rating system that reviews environmentally conscious design choices in six areas, including sustainable sites, water efficiency, energy and atmosphere, indoor environmental quality, materials, and innovation. Developments earn points based on the degree of compliance with LEED standards and the City can use this rating system to determine its degree of public assistance for development projects.

The benefits to such an arrangement will reach beyond the obvious environmental benefits. For example, the Twin Lakes area will likely compete regionally—perhaps nationally—for businesses that want to call this area home, and LEED certification can be a great public relations tool. Similarly, redevelopment proposals for this area have stalled in the past due to lack of public support and it is likely that a company building a LEED certified building will be embraced to a greater degree by existing neighbors.

Provisions for locally-sourced materials and innovation could potentially lead to direct support of other local businesses. Through the use of green roofs and porous pavement, runoff can be reduced to near zero and the associated impacts on the Twin Lakes will be greatly reduced even from what they are today. Similar measures can reduce urban heat island effects, reduce light pollution, and support alternative modes of transportation, leading by example for other entities intending to develop within Roseville.

### **ROSEVILLE WILL ACHIEVE LIVABILITY, WALKABILITY, SUSTAINABILITY AND ENVIRONMENTAL RESPONSIBILITY IN THE FOLLOWING MANNER:**

While recognizing the essential need to accommodate vehicular service, circulation and parking, Twin Lakes will be built to encourage pedestrian activity by creating an attractive, safe, and comfortable public realm for pedestrian, bicycle, transit, and automobile traffic.

#### **Building Human-scaled Patterns**

There are three organizing physical patterns that repeatedly occur in successful compact neighborhoods, villages, towns and cities.

- I Urban to suburban natural pattern
- II Public to private pattern.
- III Small block pattern.

#### **Building Human-scaled Neighborhoods**

Development and Redevelopment is implemented through the design, placement, relationship and implementation of three basic neighborhood forms.

- I Streets



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II Frontages

III Buildings

Human-scaled patterns and neighborhoods are the fabric of many successfully developed cities today. They cross cultural and climatic boundaries and are evident in Minnesota towns and cities nationwide. These concepts are worth incorporating in new development and redevelopment. They are encouraged in the new Twin Lakes.



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### WHAT IS THE URBAN TO SUBURBAN PATTERN?

The urban to suburban pattern works well at the scale of the Neighborhood (or the District).

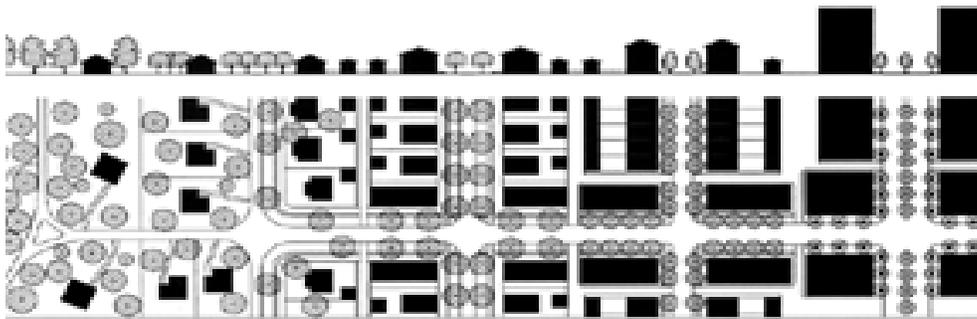
The transformation in how development and open space becomes more compact happens in part or in whole from the center of the neighborhood to the edge over several different degrees of sophistication described as:

- Urban core,
- Neighborhood centers,
- Neighborhood general areas, and
- Suburban areas.

Each degree has a set of design principles that take place in arrangements unique to the site and its location in the gradation from urban to suburban.

For instance, shopping can take place in a large department store in core districts, in markets or storefronts in neighborhood centers – or in corner stores in neighborhood general areas. In less compact, more automobile dependent suburban areas, shopping occurs at regional malls and shopping centers – or via mail, phone and internet from homes.

This pattern repeats itself within the many neighborhoods and districts of a city. Complete neighborhoods or districts generally are made up at least three of the four typical urban zones – yet they are all within walking distance of each other. It is feasible to have limited suburban residential areas connected to urban districts, but it is not acceptable to have predominantly or exclusively suburban “Big Box” commercial areas connected to neighborhoods, as they generally obliterate walkability due to their scale. There is also limited automobile-scaled commercial development appropriate along commercial corridors, but this development will be limited and provide pedestrian access to adjoining residential areas.



SUBURBAN ←-----→ URBAN



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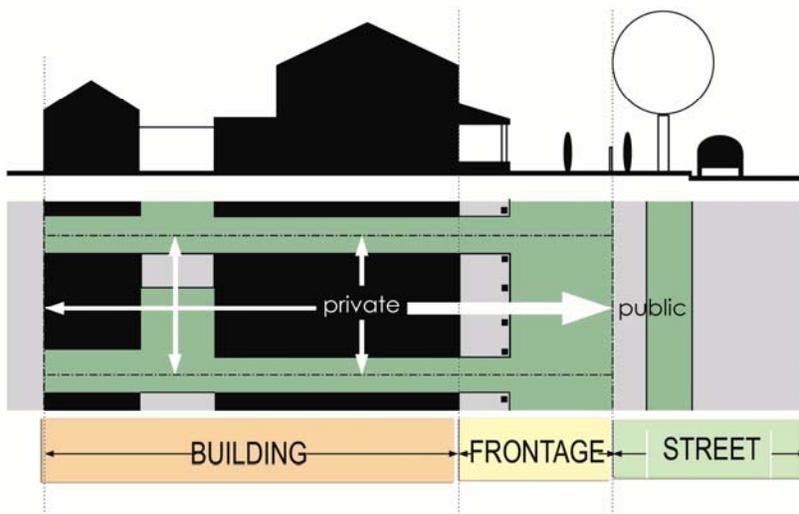
### WHAT IS THE PUBLIC TO PRIVATE PATTERN?

The street, lot frontage and the building make up the public to private transition that occurs repeatedly throughout Roseville.

As the design of each project evolves, the market and the unique needs of the landowner assist in creating the arrangement of the different parts (street, lot frontage, and building) that should exist. These contribute to the “public realm”: the environment that all citizens share.

To Roseville it is important to encourage the positive impacts of development that recognize the value of the public realm as a community amenity. The City encourages design elements that contribute to a public realm that increases the quality of life for current and future residents. Furthermore – the City has responsibility for defining how the “private realm” (buildings, etc.) affects the “public realm” (streets, public places, etc.). For Twin Lakes this has been done by identifying and encouraging a set of streets (public realm), frontages (semi-private realm) and buildings (public realm) that are consistent with the neighborhood redevelopment vision.

Call it a KIT OF PARTS. This Kit of Parts is a menu of development types that – if followed - will help ensure that the “public realm” evolves in a way that satisfies and serves all citizens – residents, workers and customers. The following development checklist is designed to help define ways to implement the “public realm” and provide developers and their architects written and graphic descriptions of the important components of the Twin Lakes Master Plan. However, the ultimate building design and the range of permitted uses – within the private realm – should be market driven and left to the property owner to detail (see Checklist 5: Design Review Process).



Redevelopment of Twin Lakes – whether high tech office, mixed use or residential – will respect street/frontage/building pattern found throughout Roseville’s neighborhoods. A continuous pattern of public to private relationships will ensure that all development contributes to and benefits from a shared public realm.



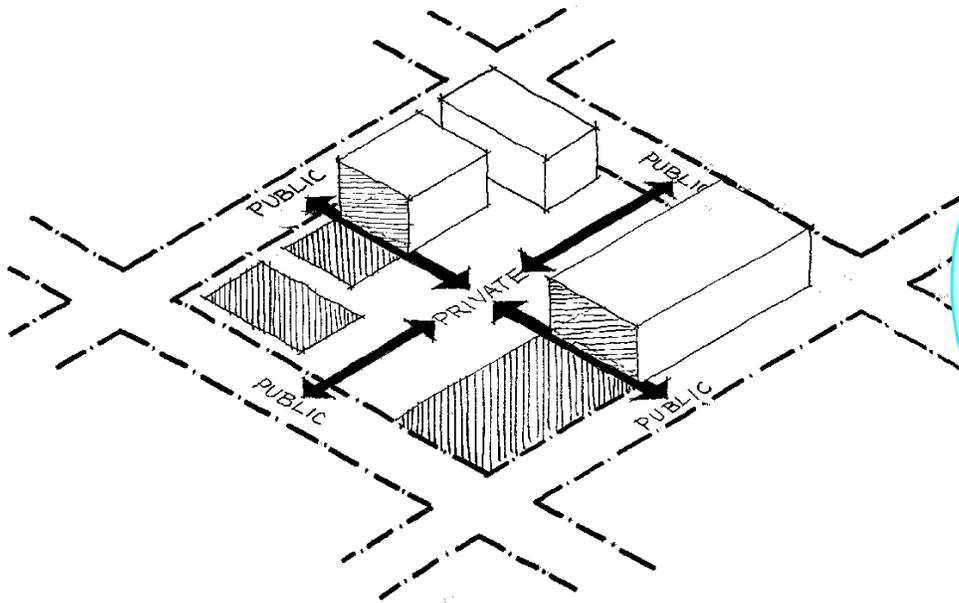
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### WHAT IS THE SMALL BLOCK PATTERN?

Another urban form that is found throughout many of Roseville's older residential neighborhoods is the small block.



Twin Lakes will require a pattern of interconnected streets forming complete blocks. Buildings will face outward, fronting public streets, while private spaces are created in the interior of the block.

**The small block pattern enhances walkability:** Small blocks allow for a network of interconnected streets. This network is vital for pedestrians. Large blocks force pedestrians to walk around them – often creating walking distances that are too long. It is widely known that pedestrians will only consider walking if the trip can be made within three to five minutes. In Minnesota's winters, cutting down walking distances are even more important especially in a life style, open air shopping development. Small blocks reduce average walking distances.

**The small block pattern enhances sustainability:** Designing blocks creates flexible increments of development over time. Small blocks lead to more efficient parceling and subdividing, reducing the average increment and scale of each development. Developing Twin Lakes one small block at a time creates a reusable infrastructure by ensuring that second phases or second generations of development can be inserted or redeveloped 'right across the street' without creating awkward transitions between uses. A smaller block pattern also increases the lineal frontage per square foot of land, creating better access and more opportunities for different uses within the same block.



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### Checklist 1

#### LAND USE PATTERNS

- 1. 'MIXED USE' – In Twin Lakes, 'mixed use' means more than the development of adjacent single use projects (multi-use or mixed land use). "Mixed use" means a range of uses within each development project accommodating a range of daily activities within walking distance of each other. 'Mixed use' also means that there may be different uses within the same building, or that buildings are placed so that different uses can happen in the same building over time. This can be done through innovative design and by incorporating elements of new mixed-use projects currently underway throughout the Twin Cities.

Examples of mixed use and mixes of land uses:

- Park Commons (Excelsior and Grand), St. Louis Park (*mixed housing over shops*)
- Northeast Quadrant, St. Paul (*mixed housing over shops*)
- Clover Field Neighborhood, Chaska (*Mixed housing over shops*)
- Arbor Lakes, Maple Grove (*limited office over shops, adjacent housing*)
- Centennial Lakes, Edina (*separate retail, mixes of housing, office, recreational opportunities*)
- The Village, Blaine (*retail, big box, adjacent to future housing*)



There will be a rich mix of residential, workplace and retail in the same blocks (horizontally) and in the same buildings (vertically).

Sensitive transitions between uses are crucial and must be creatively designed.



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- 2. **CONNECTION TO PUBLIC SPACES** – There will be physically accessible and visually clear corridors connecting all public places to the lakes and parks. These corridors can be pathways, streets, or linear greens and where possible will be continuously framed by building frontages on both sides or public open spaces.
- 3. **COMMERCIAL VISIBILITY** - Prominent features of the urban core development such as towers, fountains, entrance monuments, and signage will be visible from adjacent highway corridors. This will be done without sacrificing the sense of intimacy, enclosure, and human scale so important to pedestrian comfort.
- 4. **TRANSITION and CONNECTIVITY** - All existing suburban residential neighborhoods to the north of the development will be sensitively protected and separated both physically and visually from core zones and suburban commercial development. Yet, they will be formally connected to center areas via a system of walkable streets with sidewalks – and where necessary – bike and walking paths.
- 5. **GATEWAYS** – There will be a set of buildings and/or landmarks clearly marking the entries to primary thoroughfares such as Twin Lakes Parkway (from the West and the East). The gateways will be surrounded by landscaping and fully accessible by car, bicycle, and pedestrian and be enclosed by buildings on both sides.
- 6. **CENTERS, URBAN to RURAL, PUBLIC to PRIVATE** - Twin Lakes will not exclusively be made up of commercial building types set in automobile scaled settings. Rather – they will include many of these commercial uses – but will distribute them amongst residential uses in a varying urban pattern that is more compact at the centers and less compact at the edges. There will be both urban and suburban settings in Twin Lakes – with sensitive transitions carried out between each type of development. There will be a proportionally higher quantity of more urban, mixed-use buildings in the center - closely but sensitively placed upon a range of street types. The Twin Lakes Neighborhood will consist of core, neighborhood center, neighborhood general and limited suburban zones.
- 7. **SMALL BLOCKS** – There will be a network of public right-of ways forming complete blocks. Mid-block pedestrian passages are acceptable as long as buildings address them with frontages.



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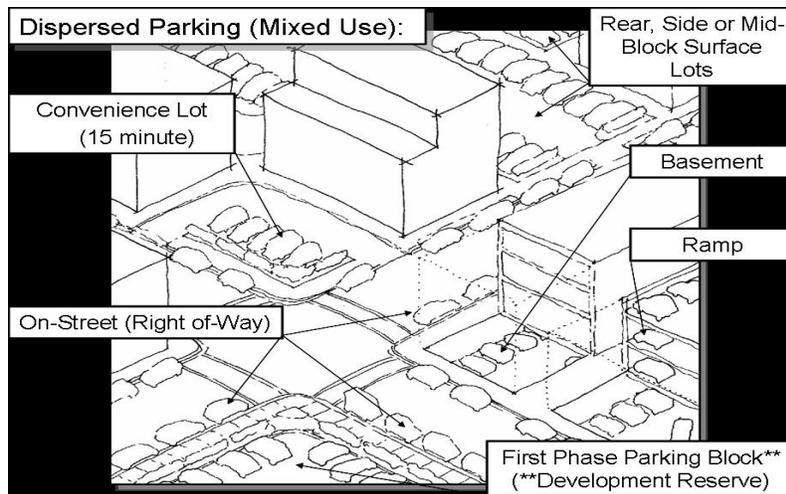
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- 8. LIMITED SUBURBAN COMMERCIAL - There may be limited suburban commercial along edge corridors (Cleveland and County Rd C). Such development will be seamlessly integrated with core urban zones immediately adjacent or in the same block.



- 9. DISPERSED PARKING – Parking will be dispersed in many different places rather than concentrated in large surface lots. Parking can be dispersed by designing it into the following locations:
  - on the streets in parking bays
  - behind buildings (inside blocks)
  - in underground or built structures not exposed to pedestrian view. (Multi-function of parking spaces and decks are encouraged for spaces that clearly will double as public spaces or event areas)
  - "convenience parking" frontage that allows parking to exist in front of high traffic commercial building types.



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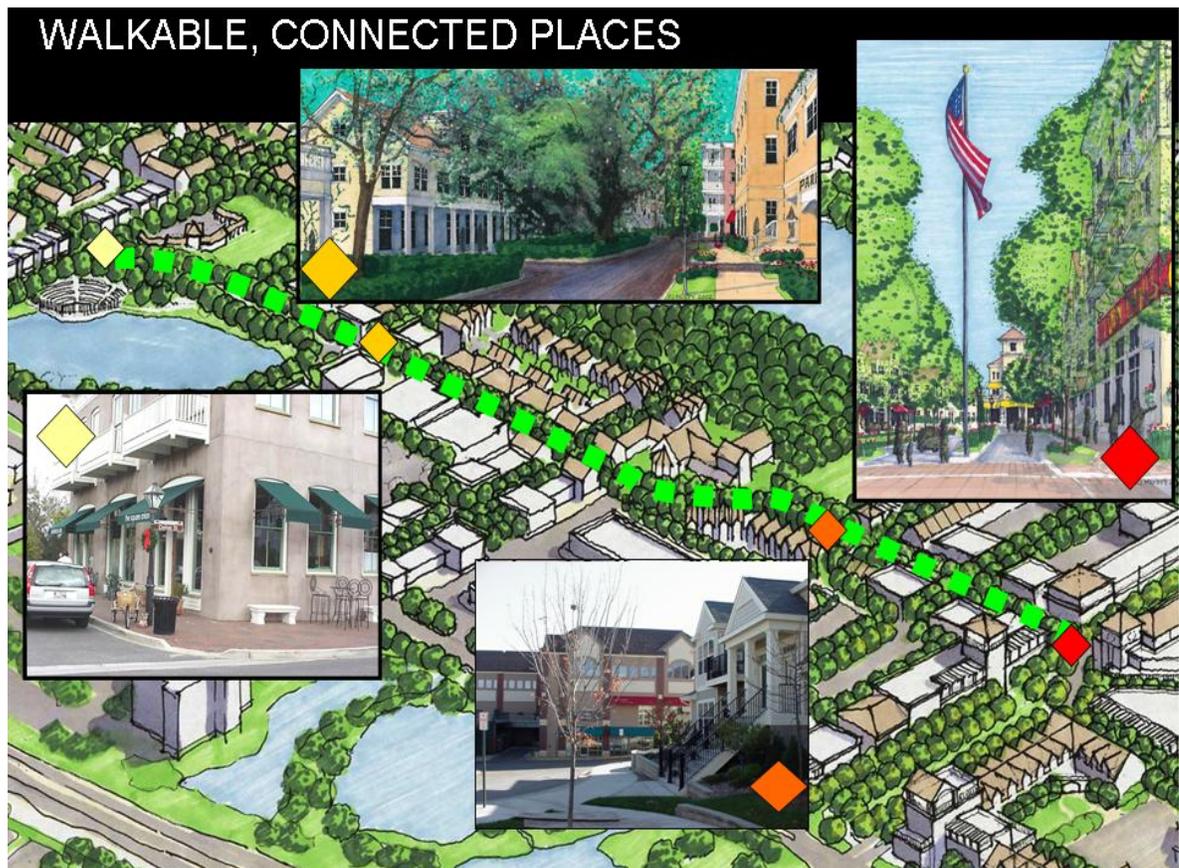
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### Checklist 2

#### STREETS & PUBLIC PLACES (Public Realm)

- 1. **WALKABILITY** – Streets and Public Places are walkable if they are protected, enclosed, and attract pedestrian activity. Walkability may be accomplished through consistent placement of buildings with varying but complimentary frontages close to the sides of a space or along streets. Trees also provide enclosure – but they cannot provide continuous protection from wind, rain, and sun. Buildings with interesting frontages, windows and lighted display can also add to the vitality and interest of the streets in the Twin Lakes Neighborhood. Features of walkable streets and public places require continuous presence of the following elements:
- Trees spaced close enough to provide canopy
  - Buildings brought forward to address the street, creating enclosure.
  - Travel lanes for autos, bikes and pedestrians.



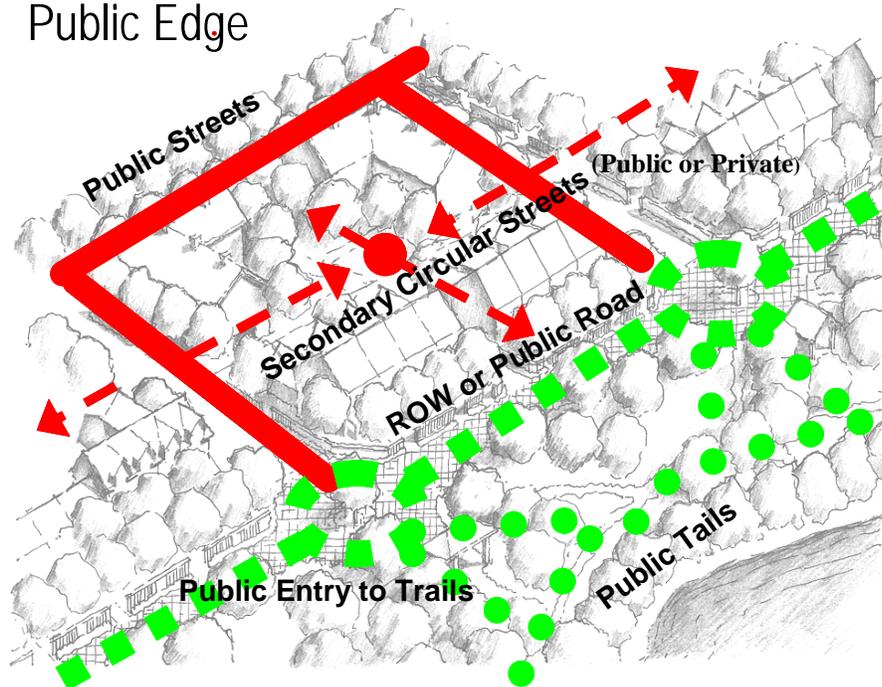
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- 2. **PUBLIC EDGE** - Existing lakes and parks will be fronted with clearly defined, continuous and accessible public pedestrian rights of ways maintained by the City. These right-of ways, like all other right of ways, will be lighted and open to the public at all hours. Where appropriate, adjacent paved streets may be a portion of this right-of-way. While both pathways and roadways are permitted and encouraged, the building fronting on them must provide an entry/exit to the public edge.

### Public Edge



- 3. **RANGE OF FORMAL PUBLIC SPACES** - There will be a range of public open spaces throughout the district, including but not limited to squares, courts, parks, plazas and greens. These places will be enclosed by building frontages and will be safe places for walking, relaxing, and gathering. These spaces will be heavily landscaped yet be designed for low maintenance.
- 4. **RANGE OF TRANSPORTATION MODES** - There will be a wide range of transportation modes accommodated on all streets. Pedestrians, bicyclists and vehicles will all be accommodated on every street – including major thoroughfares.



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- 5. **ON-STREET PARKING** – The City encourages parallel (public streets in bays) or diagonal on-street parking (private streets) on every street in the development. This is in order to reduce the parking demands on surface or structured parking facilities, as well as to provide customer convenience to storefront retailers.
- 6. **STREET LIGHTING** - There will be overhead and pedestrian lighting placed at regular intervals on all streets throughout the development.
- 7. **PUBLIC SIGNAGE** - All public traffic control\ directional\construction and temporary signage will include design that is compatible to the building character or other site signage.
- 8. **TREES** - There will be trees planted at regular intervals within the planting strip of every street throughout the district. The tree species will comply with the Roseville Street Tree Master Plan and replacement of dying, diseased and stressed trees will be required.



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### Checklist 3

#### FRONTAGES (Semi-Private Realm)

- 1. **FRONTAGES WILL SUPPORT STREET LIFE AND WALKABILITY** – Well designed building frontages provide an address on the public street or open space. A consistent alignment of building frontages and street spaces support a level of street life that can increase the quality of life for residents, workers and customers and the values of the private property. It also helps to create walkable corridors by providing an attractive, safe and comfortable place for pedestrian activity.
- 2. **MINIMIZED SETBACKS** – Excessive setbacks leave the public right of ways uninteresting and environmentally hostile to pedestrians. Buildings will be placed to the exterior of blocks to allow a maximum amount of private open space or parking within the center of blocks. Buildings will front street such that their frontages help frame public streets and open spaces.
- 3. **STREETWALL** – Building frontages that are consistently aligned form a streetwall, shelter pedestrians from bad weather and create a sense of place. This will encourage increased street activity beneficial to commercial establishments while increasing the quality of life for residents, workers, and visiting customers. This principle holds true for public places as well as streets.
- 4. **FRONTAGES ON EVERY FAÇADE** – There will be a distinct frontage type on each building that faces a public right of way. These frontages will contain primary entries for visitors. All streets and public places, including parks and lakes, need to be faced with primary frontages. No buildings will ‘back up’ or ‘back onto’ to any public space without a clearly identifiable frontage or facade. Any building not able to meet this requirement for commercial viability reasons may need to require two entries of equal importance.



The streets and public spaces in Twin Lakes will be portrayed by a range of frontages that provide a welcoming, comfortable and walkable character.

These frontages include shop front, arcade, stoop/dooryard, porch and common yard.



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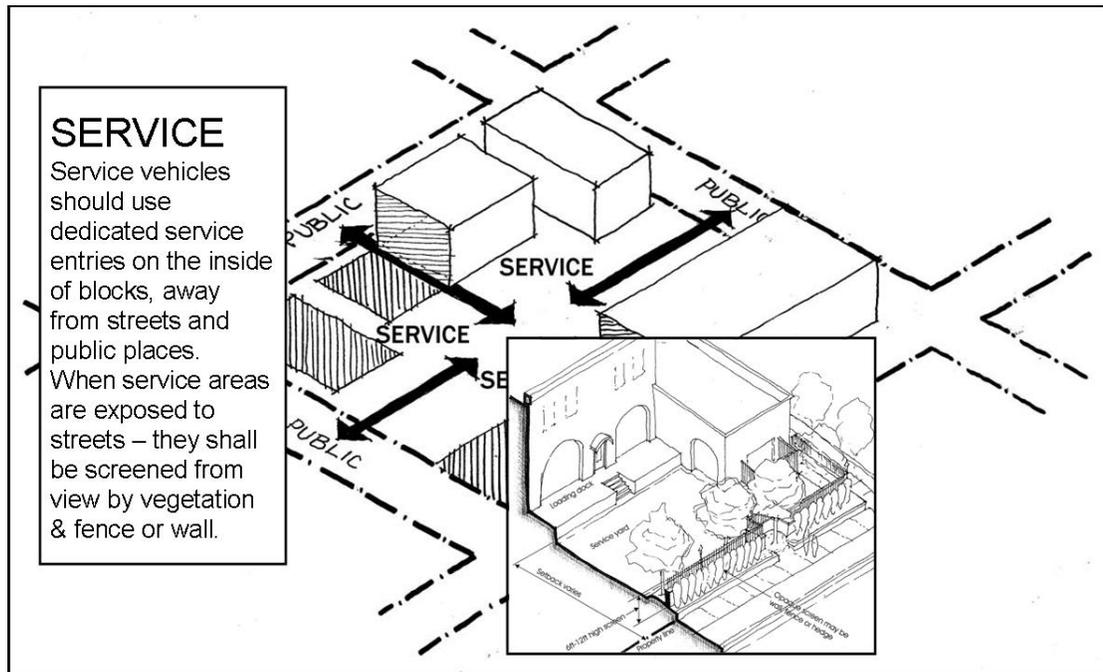
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- 5. **NO BLANK WALLS** – There will be no continuous wall surface along any street longer than 60’ without an entry or windows. An ‘entry’ allows a pedestrian to access a building from the street it fronts. All continuous wall surfaces longer than 60’ will include window displays or other design feature at the street level.



- 6. **SERVICE** – Service vehicles will use dedicated service entries interior to blocks and not visible from public open spaces or streets. The service areas include space for loading bays, dock doors, trash enclosures, etc.



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### Checklist 4

#### **BUILDINGS (Private Realm)**

- 1. **DURABILITY** - Buildings throughout the development will be built to last for generations of users. This can be done through the proper use of durable, energy efficient building materials. Suggested materials include glass, architectural metal, masonry manufactured or natural stone, and pre-cast color impregnated concrete.
- 2. **ADAPTABILITY** - Buildings throughout the development will be built to suit the first users while being flexible to allow varying uses over time. Adaptability can be achieved by using simple, modular plans (bays) and allowing complex and less adaptable design to take place at the edges of the buildings. The reason for applying flexibility to building design is that over time, it is much easier to move the walls within a building than to move an entire building or make the building bigger or smaller. This approach will also lower the costs of retrofitting and remodeling for future uses. Designing for flexibility within the building allows for efficient and cost effective retrofitting and remodeling as well.
- 3. **BEAUTY** – Building walls will be well designed, beautiful, highly valued, and worthy of preservation. Buildings will convey timeliness and a sense of pride through the visible presence of good proportion, careful detailing, and thoughtful composition of architectural elements. This can be done with a qualified architect for each building.
- 4. **MIXED VERTICAL ZONES** – Buildings – through good design, will allow different uses to occur on different levels within the same building. This is done through sensitive planning of transitions and separations.
- 5. **DISCOUNT RETAIL USE vs. BIG BOX BUILDING TYPE** – The Twin Lakes goals are flexible and allow for large format retail facilities but discourages the single level large footprint concrete box building types. Larger format retail buildings will need to minimize adverse effects on the public realm such as blank street walls, large exposed parking lots and inward orientation. Options to solve this problem can be as follows:
  - Discount retail uses are located on the ground level of multi-level mixed use buildings.
  - Shared parking to the rear (second front) is provided with other uses on a larger block with a distinct exterior or interior – i.e. forming an ‘urban side’ and a ‘suburban side’.
  - Incorporating the use of common wall (liner) buildings around the outside with independent retail fronts facing the street.



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- 6. MAXIMIZE NATURAL LIGHT - Buildings will maximize the use of natural light and southern exposure, especially along exterior walkways and entry points.
- 7. INFORMATION TECHNOLOGY - Buildings will be outfitted with the latest upgradable information technology infrastructure.
- 8. SUSTAINABLE - Buildings will employ environmentally sustainable design and construction standards.
- 9. SHEDDING WATER - Buildings will handle, store, and clean storm water on the site in a slow and diffuse manner, or collectively with adjacent buildings in a subregional retention area that doubles as public amenity, consistent with Rice Creek Watershed District standards. Such innovative techniques for treatment of water include roof gardens, rain gardens, swales and under paved surface piping and storage.
- 10. STYLE: BACKGROUND vs. LANDMARK BUILDINGS –
  - Background buildings are designed to fit the context that they are in, often participating with other buildings to form spaces or ‘places’ and thus attempt to call less attention to themselves in order to support. Traditional row houses, shop front and mixed use buildings are background buildings.
  - Landmark buildings are set alone in space. These buildings separate themselves physically and visually from the context that they are in. Churches, civic and prominent commercial or workplace/industrial headquarters are examples of appropriate Landmark buildings.

Most background buildings employ architectural styles that reflect the building context, design character, proportions and rhythms of the region’s best architecture, while also recognizing and responding to the region’s unique climate. In other words background building style and expression should come second to function, usefulness and durability. An exception can be made for more public, civic, or headquarters buildings (“Landmark” buildings), which deserve special treatment with regards to self expression and design as they create landmark sites and are often a visual focus.
- 11. MECHANICAL SCREENING – Roof mounted service equipment will be screened from view at all times. Screening used will ensure the roofscapes and screening materials or parapet is an integral part of the design of the building with respect to form, materials and color.



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- 12. GENERAL LANDSCAPING REQUIREMENTS - Priority will be given to attractive landscape design in the following areas:
  - Entrances to the site
  - Focal points within the site
  - Front yards and exposed exterior side yards and building faces
  - Buffers and transitions between sites
  - Parking areas
  
- 13. LANDSCAPE DESIGN STYLE - The preferred approach for landscape style is to group trees and shrubs to frame building frontage. Dense landscaping and/or berming will be used to screen parking areas that are not adequately screened by the building frontages. These landscape areas that are used for screening visually uninteresting building surfaces or parking areas will be coniferous planting for year round protection.
  
- 14. SIGNAGE - Building identification signs will include the name of the building or tenant(s). When signs are proposed on building facades, they must be on the front elevation and within a sign band illustrated in the architectural drawings and must be approved and consistent with the building owner's/manager's sign design plan. Freestanding identification signs may include the building address and ground mounted in a landscape setting. Materials and colors used on the sign will be consistent and compatible with the building design. Building signs must not dominate the streetscape by their size or height and may be internally or externally lit. For size details and approvals, refer to the City Sign Code.



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### Checklist 5

#### DESIGN REVIEW PROCESS

The following will be used by the City of Roseville as a checklist for items to be included on the Site Plan drawings. Include these details with the drawings submitted for a review by the Development Review Committee.

- 1. SITE PLAN DRAWINGS
  - Context and Building Placement Plan – (intended to address livability, walkability and sustainability issues of all intended phases.) This plan must communicate:
    - Impacts on existing community, built environment and natural landscape a minimum of 750' in all directions
    - Placement of all new building types (including future expansion areas if applicable).
    - Major landscaping changes and their impacts.
    - Floor Area Ratios and building lot coverage for each phase of the project.
  - Site Plan – (includes all property lines, conventional technical graphic standards required) This plan must include:
    - Driveways, parking and loading areas including curb details, surface materials and snow storage provisions.
    - Sidewalks, other paved areas such as entry areas and patios.
    - Existing trees with existing and proposed grades.
    - Lot grading, drainage and ponding showing approved grades on the site over which a landscape plan is drawn.
    - Service lead-ins (storm, sanitary, water, hydro, gas and telephone).
    - Poles, transformers, meters, fire hydrants, siamese connections.
    - Fence and wall locations, design, height, materials and colors.
    - Exterior lighting location, design, color and throw.
    - Exterior service areas and their screening (including garbage).
  
- 2. BUILDING TYPE DRAWINGS
  - Elevation Section, and Plan (to scale) of every Building Type to be built in each project. (It is not required that every building be represented, just every building type. Slight variations of each type must be shown in schematic fashion.)
  - Square footage per floor and per building.



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- Building height from grade.
  - Models, aerial photo or 3-D images of every project.
  - Material types and colors to be used (samples may be requested).
  - All mechanical equipment, vent stacks, etc on elevation or roofs (location, size, color) and proposed screening.
  - Building Signage (if applicable) and sign bands for multi-tenant buildings.
3. LANDSCAPE PLANS
- Existing trees, grades and measures proposed to preserve them.
  - Site contours (either 1 foot or 2 foot) and utilities (overhead and underground).
  - All planting, including locations, type and size in caliper, height, spread and root condition. The planting plan must be completed on same plan with contours.
  - All screening, including details (fencing, berms, walls, etc)
  - Coordination with minimum landscape requirements for streetscape edge, foundation planting and landscape buffers.
  - Scale of drawings 1 inch = 30 feet minimum.
4. SIGNAGE AND EXTERIOR FURNISHINGS (IF APPLICABLE)
- Flags, sculpture, fountains, benches, planters, waste units, including locations, size, design materials and colors.
  - Exterior Signs and Graphics.
  - Location on Site Plan or Sign Band.
  - Size of planters and elevations
  - Color indicated on elevations. Provide samples on request.
  - Type of lettering. Show graphics on elevations.
  - Materials. Provide samples on request.
  - Lighting. Location, color and throw.
  - Framing and supporting walls or devices.
5. LOT GRADING, DRAINAGE AND SERVICING PLANS
- Lot grading, drainage, ponds, and water storage (including calculations)
  - Building location, driveways and walks.
  - Transformers.
  - Poles.
  - Bell vaults.
  - Hydrants.
  - Siamese connections.
  - Street lights.
  - All existing trees with original grades.



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- Trees to be removed.
- Trees to be preserved.
- Proposed grades. Contours and spot elevations. Soil stock pile areas and height.
- Snow fencing and snow storage area.
- Service lead-ins and hook-ups, meters, regulators, etc.
- Property dimensions, bearing.
- Noise abatement measures.
- Exterior doors, steps or stairs.

6. GRADING INFORMATION

- Minimum percent slope for landscaped swales is 1.5%.
- Maximum slopes: For landscaped areas is 3:1; for driveways is 8%
- Complete grading information. Contours and spot elevations.
- Finish garage, basement and first floor spot elevations.
- Footing elevations. Depth below street grade.
- Sanitary sewer, storm water and city water pipe elevations at nearest connection point.
- Road/lot corner elevations.
- Berming.
- Drainage flow arrows.
- Swales.
- Retaining walls and details.



City of Roseville MN

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